



Appendix **G**

Additional Information

Summary 1: Commuter Rail Initiatives

The following description of the status of passenger rail development in the Atlanta region is taken primarily from a report completed by the State of Georgia Department of Audits and Accounts, Performance Audit Operations entitled Passenger Rail Development in Georgia, dated January 2007.

Passenger Rail Program Overview

Various public and private sector entities have been involved in the development of passenger rail service. The studies and analysis of passenger rail has been by consultants paid from three agencies - Georgia Department of Transportation (GDOT), Georgia Rail Passenger Authority (GRPA) and Georgia Regional Transportation Authority (GRTA). A management group of representatives from the three agencies (GDOT, GRPA, and GRTA), called the Georgia Rail Passenger Program (GRPP), was also involved in passenger rail activities from 1999 to 2004. However, GRTA is no longer involved with passenger rail activities and the GRPA Board, while it still exists; it has no staff or current funding. Therefore, GDOT is currently the only state entity with staff responsible for overseeing the work being done on the passenger rail program.

While passenger rail initiatives in Georgia date back to the 1980s, a significant amount of study has taken place in recent years. While numerous transit technologies, such as Heavy Rail and Light Rail, could be considered for passenger rail, the passenger rail initiatives in Georgia have focused on commuter rail and intercity rail. Between 1997 and 2006, State auditors estimate that approximately \$21.1 million of federal and state funds have been spent for studies proposing a network of seven commuter rail lines and seven intercity lines that would serve Atlanta and other major cities. The proposed commuter rail line would run from Atlanta to: Athens, Senoia, Bremen, Madison, Gainesville, Canton, and Griffin. The network of intercity rail lines would run from Atlanta to: Macon, Augusta, Columbus, and Greenville, South Carolina.

Since the release of the Commuter Rail Plan in 1995 and Intercity Rail Plan in 1997, the estimated costs and projected completion dates of the passenger rail network has increased substantially. Pursuant to state auditors, the cost of implementing the commuter rail system increased from an estimated \$508.5M in 1995 to an estimated \$1.89B in 2003. Furthermore, because the development of passenger rail service is planned along existing freight lines and/or right-of-way passenger rail service will be significantly impacted by decisions made by Norfolk Southern and CSX concerning access to freight lines.

Currently, there are two projects under development that will comprise the passenger rail system:

- Atlanta to Lovejoy Commuter Rail; and
- Multi-Modal Passenger Terminal

The following sections provide more detail on these initiatives.

Atlanta to Lovejoy Commuter Rail

While a total of 48 studies and/or reports have been produced since 1987, the only project currently under development is the 26-mile line from Atlanta to Lovejoy. The project is planned to have four stops – Jonesboro, Morrow, Forest Park, and East Point – and terminate at the Multi-Modal Passenger Terminal (MMPT) in Atlanta.

According to the State auditing report, approximately \$107.6M has been identified from federal, state, and local sources to establish the initial service. Most of these funds \$86.7M (over 80%) are from federal sources and \$19.9M are from state funds. Once the service is established, the projected ridership of 1,540 riders a day is expected to cover 35-40% of the operating expenses by the third year of operations. For the first three years, operating shortfalls will be covered by federal Congestion Mitigation and Air Quality (CMAQ) funding. Although Clayton County originally agreed to pay for 100% of the operating shortfall, the county is reconsidering its support. While no state funds have been identified for continued operations beyond the initial three years; GDOT is moving forward with the project.

Pursuant to the State auditing report, as of January 2007 the development of detailed engineering plans and construction work were on hold until access agreements between GDOT and Norfolk Southern had been finalized. The report cites GDOT's inability to reach an agreement with Norfolk Southern as a major cause of delay for the project. Originally expected to take five years, negotiations lasted nearly three years.

Multi-Modal Passenger Terminal (MMPT)

Planned for 2012, the MMPT will be the region's major passenger terminal with facilities for new commuter rail and intercity rail services, including Amtrak, as well as intercity and regional express buses (Greyhound, GRTA Xpress, Cobb County, Clayton County, Gwinnett County, and MARTA). The terminal's location in Downtown Atlanta between Forsyth Street and Centennial Olympic Park Drive which lies immediately west of the MARTA Five Points Station, the hub of the Atlanta region's rapid rail system. According to the Southeast High Speed Rail web site (www.sehsr.com), the cost of the MMPT, which includes the acquisition of key rail links, is \$195 million at build out. The first phase sufficient for several lines would cost \$55 million including track improvements. The second and third phase to accommodate all services in the rail passenger program would cost an additional \$135 million.

Summary 2: Transit Needs Assessment

Introduction

The purpose of this document is to discuss potential transit needs within the City of Atlanta. The transit needs analysis considers the City's historical experience with transit, current and projected demographic and economic conditions in the City of Atlanta, an inventory of existing public transportation services, and input received from public involvement activities associated with the Connect Atlanta planning process. Additionally, the assessment provides cursory-level demand projections for public transportation using outputs from the Atlanta Regional Commission's (ARC) travel demand model. Other data sources utilized in the assessment include, but are not limited to: the National Transit Database (NTD); 2000 U.S. Census; U.S. Census, American Community Survey (2006); Atlanta's Strategic Action Plan (ASAP); Metropolitan Atlanta Rapid Transit Authority (MARTA) system performance data; and population, employment and mode share data taken from the regional travel demand model.

Historical Perspective

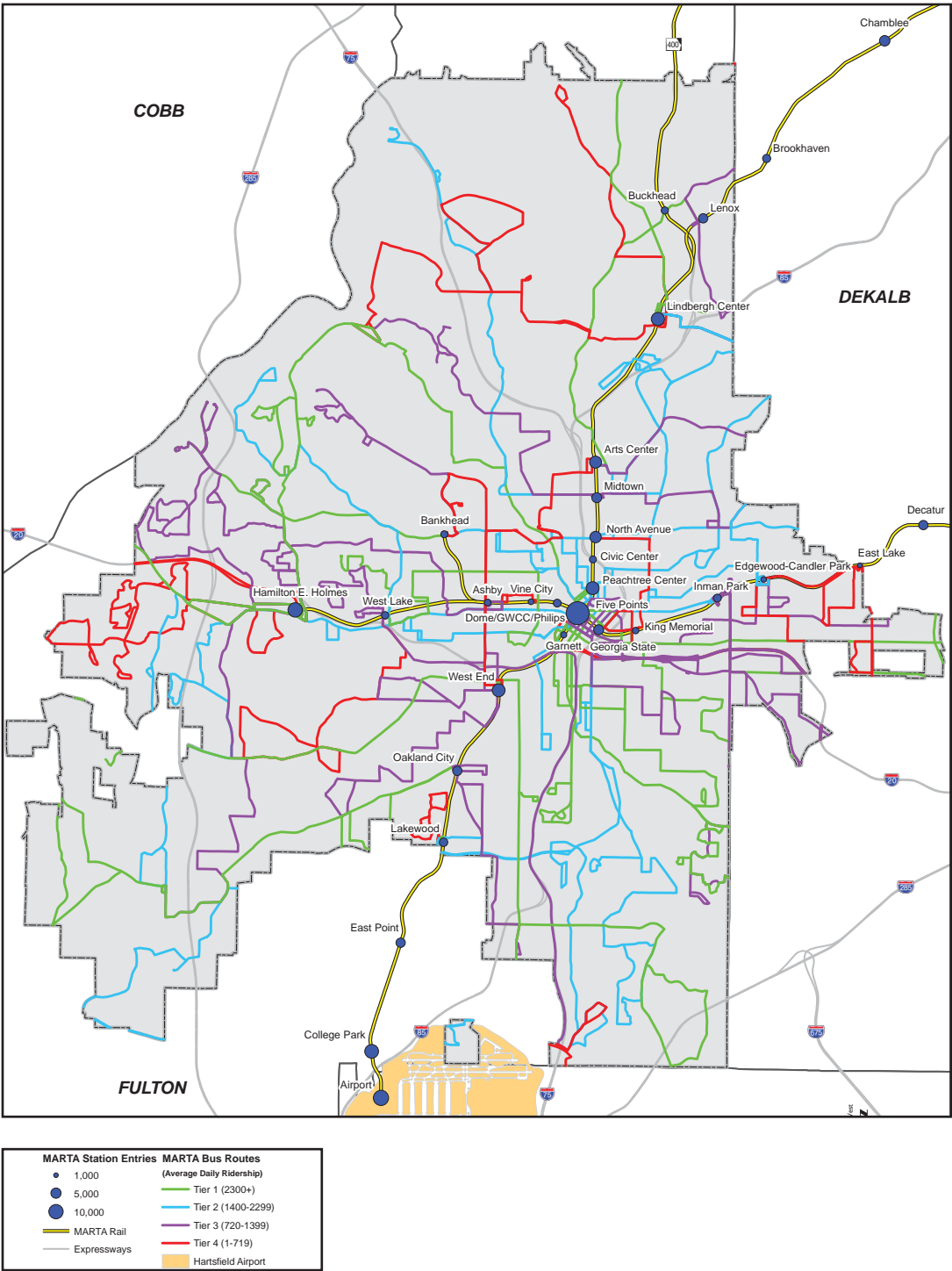
Transit has long since been essential to Atlanta's urban form and mobility. Following the Civil War, the State of Georgia General Assembly approved the corporate charter of the Atlanta Street Railroad Company in 1886. After several ownership changes and new charters, the first electrified streetcar line in Atlanta was developed by Joel Hurt to connect downtown to Atlanta's first suburb, Inman Park. Through various different operators, a comprehensive network of streetcars serviced Atlanta's core for decades. Atlanta streetcars remained a viable mobility option for City residents as transit mode share comprised 49% of work trips as late as 1958. Eventually, streetcars were replaced by more flexible bus technology. The automobile as the primary means of travel evoked a decline in the City's population with the subsequent flight to the suburbs starting in the 1950s, and continuing through the 1980s. However, employment in the City experienced a steady increase over this period, fueling the proliferation of external peak hour trips between the City's core employment centers and growing suburban areas surrounding the City.

To serve these trips patterns, MARTA was established as the primary provider of transit services for the City in the 1970s. At the time, transit trips within the City were mainly for those with limited accessibility to the private automobile. MARTA was designed to integrate heavy rail transit at the core of the system, with a network of bus services tailored to feed the rail transit. This design is characterized as a traditional hub-and-spoke. Recent demographic and land use trends suggest that the City may be reverting back to conditions more advantageous to higher transit mode share capture. This may further suggest the need for improved transit frequencies, capacities, as well as, a multi-hub approach to system design in order to adequately address emerging growth and densification trends throughout the City. Moreover, as available right-of-way for roadway capacity improvements are increasingly limited, the importance of transit to meet future City mobility needs will be paramount.

Existing System Overview

MARTA's heavy rail system includes 47 route miles and 38 passenger stations. MARTA also operates 131 bus routes to serve primarily as feeders to the rail system. The rail network consists of north/south and east/west lines and two rail spurs. A map of the MARTA system within the City of Atlanta, along with the corresponding peak hour headways is provided in Figure 1. As shown, the City is characterized by excellent spatial route coverage. The MARTA bus route system resembles the old streetcar network as many of the primary bus routes traverse the same corridors as their streetcar predecessors. In fact, a few even share the same route numbers (i.e., #2 Ponce De Leon, #23 Buckhead, and #18 South Decatur).

Figure 1: Bus Route Performance & Rail Stations



According to the NTD, MARTA ridership has seen a decrease in unlinked trips in recent years – roughly a 17% decrease between 2000 and 2006. During that time period, MARTA experienced reductions in service along with an associated reduction in annual revenue vehicle hours for fixed route bus and rail. Bus annual revenue hours were reduced by 16% from 2003 to 2005 while rail revenue hours were reduced by 10% during this timeframe. These reductions were primarily the result of a decline in sales tax revenue. Availability of local funding in large part determines MARTA's service levels. According to MARTA's Fiscal Year 2007 Annual Report, the 1% sales tax contributed by residents of Atlanta, Fulton and DeKalb Counties represents 66% of total revenue.

During the same time period, MARTA's paratransit unlinked trips increased by nearly 140%. This increase in ridership can be attributed to a growing elderly/disabled population and increased awareness of the service. Paratransit is a necessary program designed to provide comparable demand response service to those who cannot ride the fixed route system. The service is required by federal law, but is largely unfunded by other sources outside of MARTA's sales tax revenues. For both fixed route and paratransit, a clear need in the near future will be to identify additional funding sources to meet the increasing demand. In addition, more incentive for individuals eligible for paratransit service, but capable of utilizing the fixed route system would also reduce overall paratransit demand.

Performance of rail stations is evaluated by the average daily entries to the station. Best performing stations, as shown in Table 1 tended to be in the most densely developed areas particularly in Downtown and Midtown. Also, stations that were on the end of the West and South Lines had large ridership partially due to the strong feeder bus networks and direct connections to major activity centers such as the airport. Five Points Station marks the only connection between MARTA's North/South and East/West rail lines, and therefore has the highest amount of station activity. Stations performing poorly relative to other stations within the system tended to have fewer bus connections and are located in less dense neighborhoods or employment centers. Examples would be East Lake, Edgewood, Garnett and Vine City Stations. Buckhead Station, while located within a major activity center, is an example of a station surrounded by relatively dense development. However, the station is partially isolated from development due to poor pedestrian access. To address this issue, MARTA is considering constructing a pedestrian bridge over GA 400 to better link the station to adjacent land uses. MARTA's lowest performing stations are provided in Table 2.

Recognizing the significant amount of investment in existing transit station infrastructure, continued emphasis on transit oriented development (TOD) is a key system need especially at the lower performing station to increase ridership. Lindbergh Station, a successful example of TOD, has been cited nationally in best practices. Livable Centers Initiative (LCI) and other studies to support TOD have been undertaken at the following MARTA stations:

- Arts Center
- Ashby
- Bankhead
- Buckhead
- Civic Center
- East Lake
- Five Points
- H. E. Holmes
- King Memorial
- Lakewood/Fort McPherson
- Oakland City
- Vine City
- West End

Thus, TOD initiatives to create compact, walkable communities centered on transit stations throughout the City must be addressed as part of the Connect Atlanta Plan. This need is particularly true for the low performing MARTA stations which in most cases are located in areas that the City has targeted for economic development.

Table 1: MARTA FY2007 Best Performing Rail Stations

Rank	Station	Average Daily Entries	Routes Served
1	Five Points	25,204	1,2,3,9,13,16,21,42,49,55,74,97,110,113,155,186,216, Braves Shuttle, CCT Routes 100, 101 GRTA Routes 400, 420, 440, 460, 470, 480, 450, 490
2	Airport	11,502	C-Tran (Clayton County) Routes 501,502, 503, 504
3	H. E. Holmes	10,128	3,53,56,57,59,60,66,73,153,160,165,170,201,273 and Cobb Community Transit (CCT) Route 30
4	Lindbergh Center	8,402	5,6,27,30,33,38,39,44,245
5	Peachtree Center	8,152	110, CCT Routes 100, 101, GRTA Routes 400, 420, 440, 460, 470, 480, 450, 490
6	West End	7,990	11,67,68,71,81,95,98,311
7	Arts Center	7,149	5,6,27,30,33,38,39,44,245, CCT Routes 102, GRTA Routes 400, 412, 421, 441, 461, 490
8	North Ave.	6,421	2,27,99
9	Midtown	4,755	12,37,45,137
10	Georgia State	4,721	1,4,17,18

Source: MARTA

Table 2: MARTA FY2007 Lowest Performing Rail Stations

Rank	Station	Average Daily Entries	Routes Served
1	East Lake	1,173	22, 24, 123
2	Edgewood/Candler	1,460	18,28,45,113,123
3	Vine City	1,710	11,51,52
4	Garnett	1,886	None
5	King	2,087	32,99, 397
6	Ashby	2,244	52,53,68
7	Civic Center	2,302	97, CCT100, 101, GRTA Routes 400, 412, 421, 441, 450, 461, 470, 475,480, 481, 490
8	Bankhead	2,376	11,26,50,52,99
9	West Lake	2,625	3,13,51,58,67,69,364
10	Buckhead	2,625	23, 110

Source: MARTA

Best performing bus routes tended to be located in major travel corridors linking stations and neighborhoods to employment, particularly linking Downtown, Midtown, and Buckhead major activity centers. These routes most often have the best headways in the system, in the range of 15 minutes or less (Table 3).

MARTA's poor performing bus routes tended to operate in less densely developed areas and have greater headways, sometimes as high as 60 minute frequency. The areas served by these routes include the more affluent areas of the City's northwest (Routes 38, 44), the inner core between Bankhead and Downtown (Routes 52, 99) and the Kirkwood area (Route 28) of the City.

MARTA has recently explored implementing Small Bus Service to address unmet needs in these areas. This program is operated using 14-passenger vehicles that are designed to allow MARTA to deliver service in areas that are better suited for smaller bus vehicles due to demand and/or roadway conditions. The program costs much less than MARTA's traditional fixed route service which uses larger vehicles. Thus, areas served by poor performing routes (e.g., Bankhead and Kirkwood) may benefit from specialized delivery options. Tailoring the vehicle fleet and service operations to better address neighborhood circulation, while ensuring efficient connections to the various scale of transit oriented development occurring throughout the City is of key need. This is especially important for in-town neighborhoods such as the East Atlanta, Grant Park, Mosley Park, Westlake and LCI study areas and elsewhere as needed.

Table 3: FY 2007 Best Performing Bus Routes

Ranking	Route	Route Description	Headway (min)	Points of Interest	MARTA Facility(ies) Served
1	39	Buford Hwy	12	None	Lindbergh, Doraville Stations
2	83	Campbellton /Greenbriar	10	Greenbriar Mall	Oakland City Station, Barge Road PNR
3	5	Piedmont Road	15	None	Lindbergh Station
4	73	Fulton Industrial	12-15	None	Holmes Station
5	95	Metropolitan Pkwy.	15	None	West End Station
6	23	Peachtree Road/Buckhead	15	None	Arts Center, Lenox, Buckhead Stations
7	71	Virginia Avenue/Tradeport Boulevard	30	None	Lakewood, College Park Stations
8	107	Glenwood	20	None	Inman Park, Indian Creek Stations
9	21	Memorial Drive	22	None	Kensington, Five Points Stations
10	110	The Peach	20	None	Arts Center, Lenox, Buckhead Stations

Source: MARTA

Trends Impacting Transit Demand

Transit demand and mobility needs were assessed for the City using several techniques. Important characteristics in determining appropriate transit services in a geographic area include total population of the community, low income, elderly population and population density. Population growth or decline within a community also is helpful in planning transit service. In this section, trends impacting transit demand has been characterized in terms of distinct transit market assessments. Two different transit user markets are identified and defined. The market assessment for the City of Atlanta includes an evaluation of markets from the following perspectives:

- Traditional market - potential for transit dependent users including elderly and persons in households that are low-income.
- Choice riders - potential for markets within defined corridor service areas (i.e., high level of density and demographic characteristics within corridors).

Traditional Markets

As indicated previously, the traditional transit market refers to population segments that have historically had a higher propensity to use transit. Population segments include:

- Elderly population
- Poverty status
- Minority populations

Information from the 2000 U.S. Census was utilized in order to conduct spatial assessments of each of these three primary factors. While the best available for this type of analysis, it should be noted that this information is nearly 10 years old. The assessment concluded that areas with high concentrations of one of these groups did not necessarily have high concentrations of the other. In order to aggregate these factors, a map showing areas with a majority population meeting all of these factors was developed and is shown on Figure 2. As shown, the areas that share the largest share of traditional markets are located in the southern and western portions of the City.

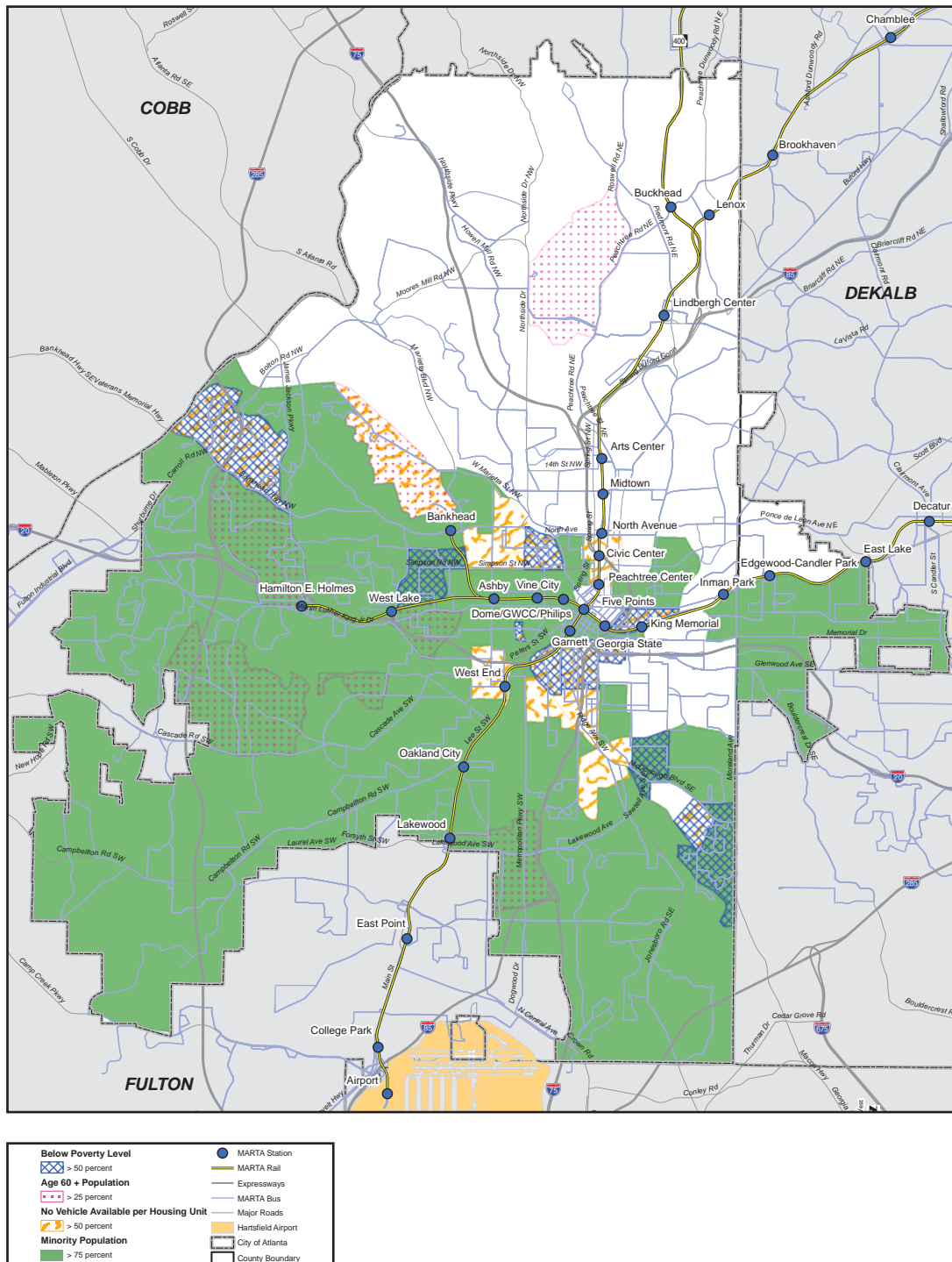
Additionally, according to the 2000 Census, areas within Atlanta with high concentrations of elderly (26% or more of the population) were in the Sylvan Hills, Hammond Park, Cascade Heights, Collier Heights, West Highlands, and Buckhead communities. Pursuant to information provided by the ARC, the older adult population is growing significantly. From 2000 to 2005, the older adult population grew by 30.6%; more than double the growth rate of the total population (13.7%) during the same period of time. Other recent trends noted by the ARC included that:

- The older adult population in the Atlanta region doubled between 1970 and 2000
- Between 2000 and 2015, it is projected to double again
- By 2030, one in five residents will be over the age of 60

This increase in elderly population indicates that the demand for both transit and paratransit from elderly patrons will undoubtedly increase in the near future. As previously noted, additional funding sources and more incentives for those eligible for paratransit to use the fixed route system will be needed to meet this demand.

Poverty status and median household income are also important factors when determining transit feasibility. According to the 2000 Census data, census tracts with the highest concentrations of below poverty level can be found along the I-20 corridor, Southeast Atlanta between I-75 and Moreland Avenue, Southwest and the Bankhead/Bolton communities. While there is no reliable means to project where those with poverty status are likely to live in the future, it is paramount to recognize these areas as important transit service needs from an environmental justice perspective.

Figure 2: Traditional Transit Markets



Population and Employment Density

An inventory of current and projected population and employment densities throughout the City was obtained through assessing the inputs within the regional travel demand model. However, it should be noted that there is a large disparity between the projected population in the travel demand model and those developed as part of the Atlanta Strategic Action Plan (ASAP), the comprehensive plan update for the City. The 2005 population projections in the travel demand model, derived by totaling the inputs from the traffic analysis zones throughout the City, totals approximately 540,000. Furthermore, the 2005 projected employment totals within the model data totals approximately 550,000.

A more rigorous method to estimate future population and employment was employed through ASAP, the City's comprehensive plan update. In term of population, this effort yielded nearly 240,000 residents more residents than the travel demand model, with a projection of 780,000 residents by the year 2030. Though the travel demand model results vary from those estimated by the City, the spatial distribution of areas projected to experience significant population density increases is relatively the same. This fact also applies to employment, where the City projects a total employment of 568,000 versus 550,000 from the travel demand model. Therefore, the data inputs from the travel demand model are still a valid planning level tool for identifying growth areas and potential impacts to transit demand throughout the City for the purposes of this needs assessment. In addition to the ARC estimates, the evaluation of candidate projects to occur later in the Connect Atlanta planning process will entail development of an alternative land use scenario that takes the ASAP fully into account. Please note that population and employment projections from ASAP have been adopted by Atlanta City Council in April 2008. ARC is expected to adopt and replace the current travel demand model projections with ASAP projections by fall 2008.

A map of the employment density is provided in Figure 3. With respect to employment, most of the areas of high density employment within the City are located within Downtown, Midtown, and Buckhead employment districts. Much of the employment densities in these areas are over 50 employees per acre. Projected employment densities to the year 2030 show very little change throughout the City, with the exception of a slight increase in the Lindbergh area. However, pursuant to the regional travel demand model, several areas throughout the City are projected to increase in population density, which include Buckhead, Brookwood, Midtown, Downtown, and most of the areas west of Downtown along MLK Boulevard, North Avenue, Simpson Road and Northside Drive. All of these areas are projected have at least 28 residents per acre of land area. Maps of the existing (2005) and projected (2030) population densities throughout the City are shown in Figures 4 and 5.

For the evaluation of transit needs, there are certain population thresholds that are more conducive to the implementation of certain transit technologies. The Institute of Transportation Engineers (ITE) has developed a toolbox for this analysis, which is shown below:

Service Mode	Residential Density Thresholds
Local Bus (60 Min. Headways)	12-24 persons per acre
Local Bus (30 Min. Headways)	21-56 persons per acre
Local Bus (15 Min. Headways)	45-60 persons per acre
LRT/BRT	27-36 persons per acre
Heavy Rail	36-48 persons per acre
Commuter Rail	3-8 persons per acre ¹
1 – Must serve large employment areas	

Source: ITE "Toolbox for Alleviating Congestion", 1997.

Based on these factors, the population densities projected within the inner core of the City and along Peachtree Street suggest the feasibility of premium transit technologies, such as light rail and streetcar, in these areas. Therefore, the data would support the viability of the Peachtree Streetcar and BeltLine projects planned within the City. This is also supported by the level of current and projected employment within these areas. The level of employment within the Downtown, Midtown, and Buckhead also suggest support for premium commuter services into these areas. While MARTA, GRTA, CCT and Gwinnett Transit all operate express bus service to these areas, the viability of further enhancing premium commuter services should continue to be assessed.

Transit Mode Share

Both current and projected mode share trends were developed from the regional travel demand model and are shown graphically in Figures 6 and 7. Based in this information, the areas with the highest transit mode share for 2005 (30% or above) are those areas located in the vicinity of the stations along the existing MARTA rail system. More specifically:

- Along the North Line near the Arts Center, Midtown, North Avenue, and Lindbergh stations;
- Along the South Line near the Oakland City and West End stations and
- Along the East Line near the King Memorial, Inman Park, and Edgewood stations.

Other areas with a high current transit mode share are along Campbellton Road in southwest Atlanta, along Peachtree Street in Buckhead, and along Howell Mill Road in west Atlanta. For these areas, a need for better transit connectivity to the rail system, crosstown service and reduced headways exist.

In assessing the projected transit mode share derived from the model, the high levels of transit share (30% or above) include those with areas listed above as well as those surrounding the planned BeltLine and Peachtree Streetcar corridors. In addition, more areas in the western portion of the City along MLK Boulevard, I-20, and Simpson Road and the Reynoldstown neighborhood are projected to have an increase in transit mode share. This is due primarily to the high level of planned redevelopment and intensification of uses in and around these areas. Ongoing TOD and/or redevelopment initiatives include the aforementioned activities surrounding the MARTA stations in addition to redevelopment associated with TADs. Therefore, service enhancements will be needed as projected redevelopment activities to increase density in these areas take place. From a broader perspective, transit mode share throughout the entire City is projected to increase, which also suggests the need for better transit amenities to serve an increased number of transit patrons.

Choice Transit Markets

The choice market includes potential riders living in higher density areas of the city that choose to use transit as a commuting alternative over their private automobile. As density increases, areas generally become more and more supportive of transit. However, there are other factors that influence choice ridership, such as amenities offered by a transit system to induce these riders from the automobile. Table 5 (on page D-17) illustrates how transit usage by residents of the City with incomes above 80% of the average compares to other major cities throughout the U.S.

Figure 3: Existing Employment Density (2008)

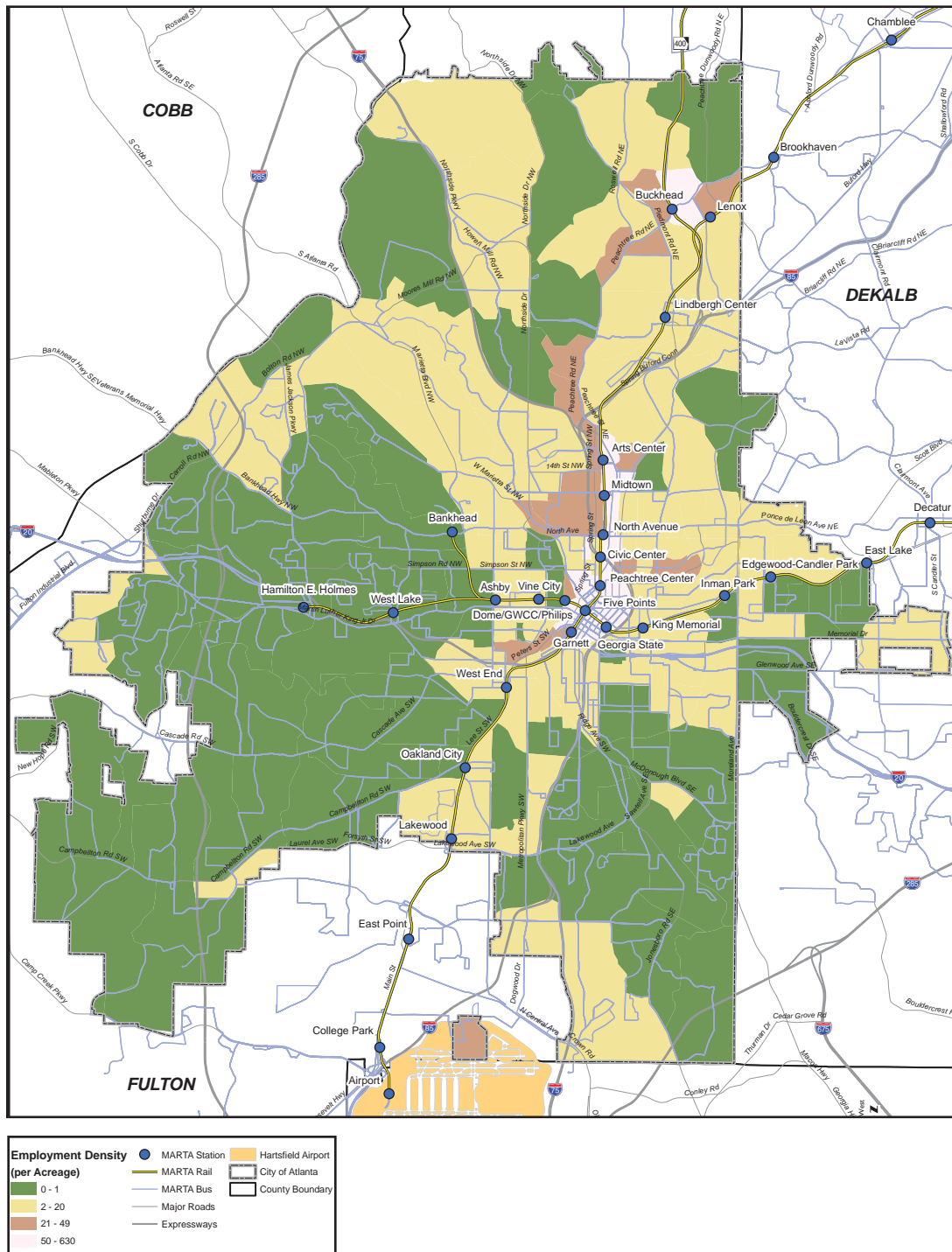


Figure 4: Existing Population Density (2008)

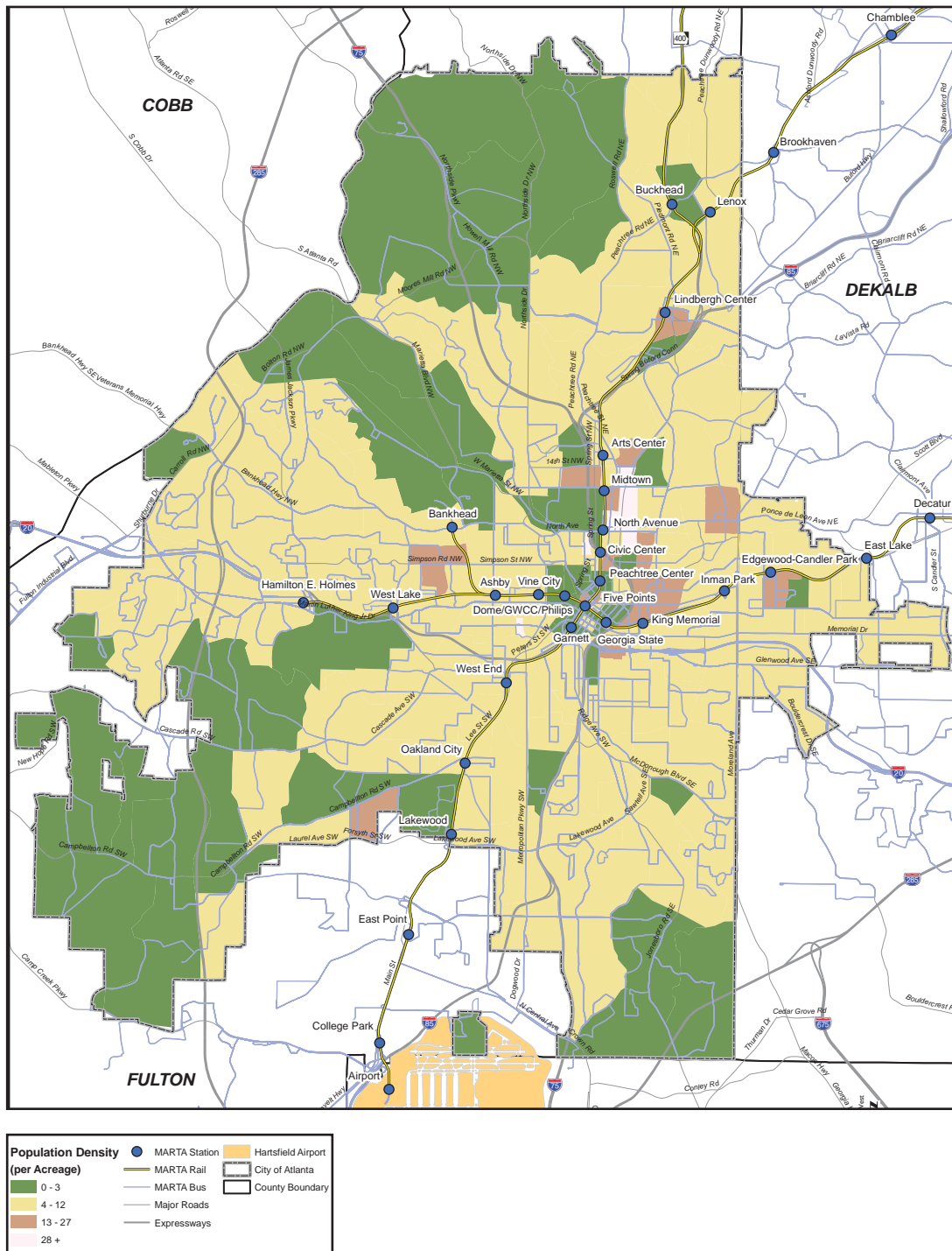


Figure 5: Population Density (2030)

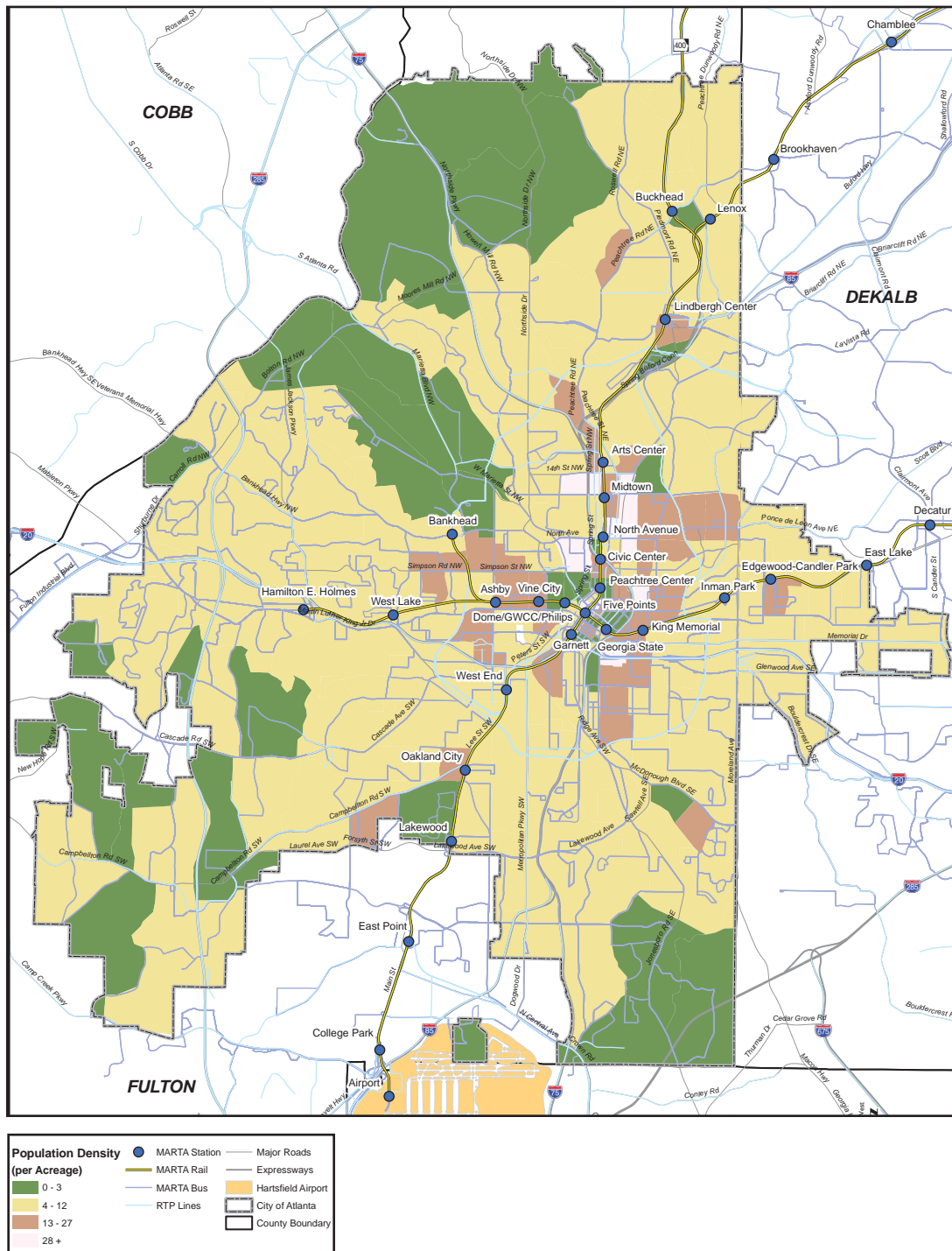


Table 5: Transit Share Comparison by City

City	Transit Share	Riders Above 80% Average Income
San Francisco	30.3%	55.7%
Philadelphia	26.4%	69.6%
Chicago	25.4%	64.3%
Atlanta	14.8%	31.1%
Portland	12.6%	51.6%
Miami	12.2%	41.9%
Denver	7.4%	56.5%

Source: U.S. Census 2006 American Community Survey

As Table 5 illustrates, residents of the City have a comparable share of transit ridership as other cities of similar size and urban characteristics. However, the table also indicates that the City has a very low percentage of choice riders compared to other cities. As residential densities are projected to increase, it is expected that transit share will also increase. However, clearly attracting choice ridership should be of priority.

There are areas of emphasis when attracting choice ridership to provide an alternative that is more competitive to the personal automobile – travel time and cost savings, convenience, and the provision of amenities that make transit more inviting.

Offering competitive travel times is critical in attracting choice riders. A factor impacting transit is the existing and projected road congestion that characterizes the Atlanta region. In measuring congestion through the Travel Time Index (TTI), the ratio of time it takes between two points under free flow conditions versus congested conditions, the current TTI for the 20-county Atlanta region is 1.44. This means that a trip under free flow conditions taking 30 minutes would take 43 minutes (or 44% longer) to complete in congested conditions. It is projected that in 2030, even with the implementation of the fiscally constrained 2030 Envision6 Regional Transportation Plan, the TTI will be 1.67. This is important since in many cases buses use the same surface street network and, thus, will be subject to the same congested conditions. Therefore, under these conditions, premium transit services with exclusive rights-of-way provide very competitive and are more attractive options to choice riders from a travel time saving standpoint.

Travel time competitiveness is not strictly about the time it takes for a certain trip to occur, but the cost savings to the traveler are also considerations to choice riders. This is particularly relevant to commuter related trips. Thus, with congestion levels and fuel prices projected to increase, there is a need to capitalize on the opportunity to attract choice riders for commuter related services through providing competitive transit alternatives.

Another factor is the convenience of the system. In order for choice riders to consider using bus or rail services, transfers and associated system access time should be minimized. Additional travel time and additional transfer time required to complete the trip reduces the perceived convenience, reducing the likelihood of considering transit as a viable or preferred alternative. The provision of transit amenities such as additional bus shelters, trash receptacles, better lighting and wayfinding, and enhancements such as real-time information for potential transit riders is an important factor in making transit more inviting to the choice rider.

Figure 6: Home Based Work Trips (2005)

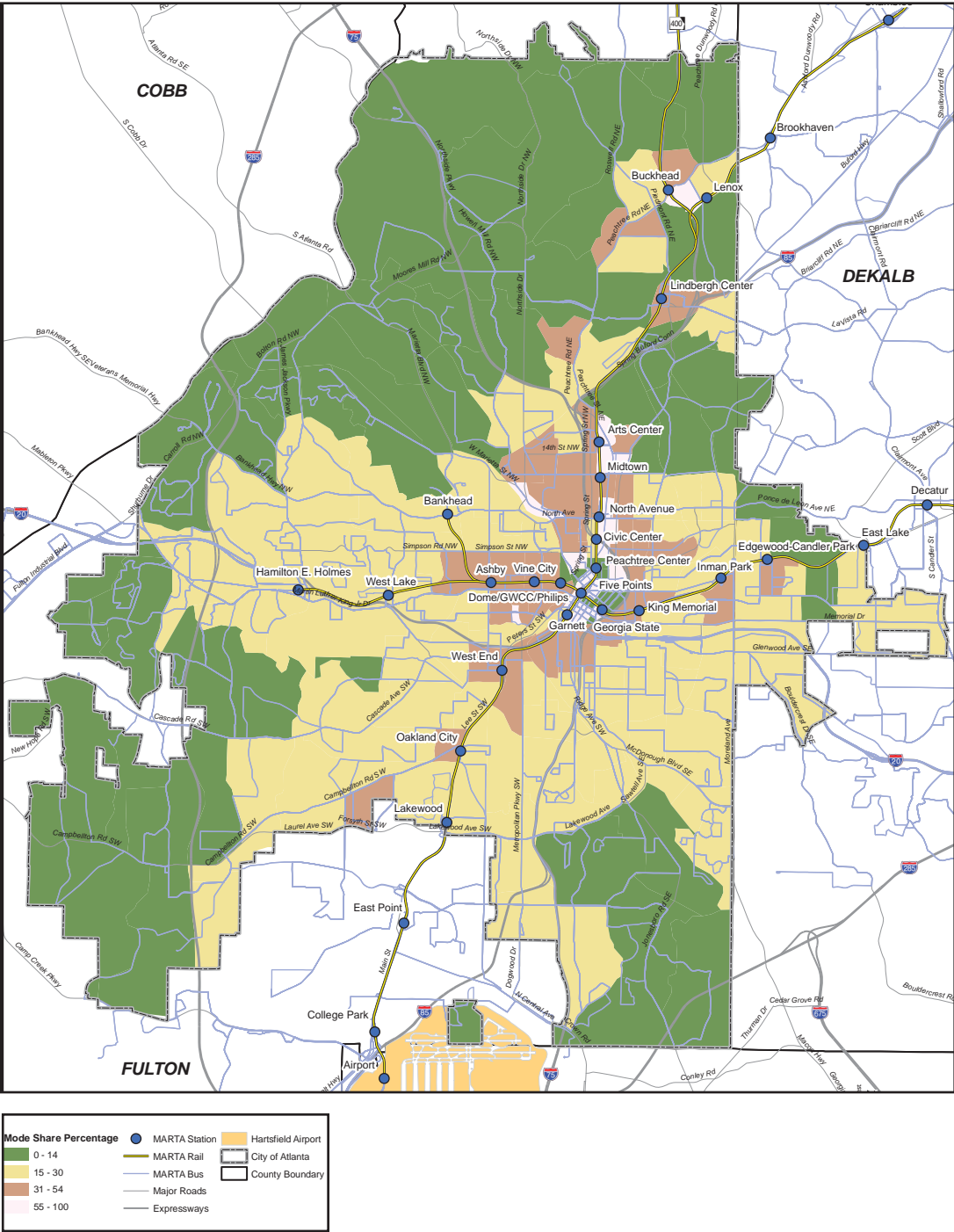
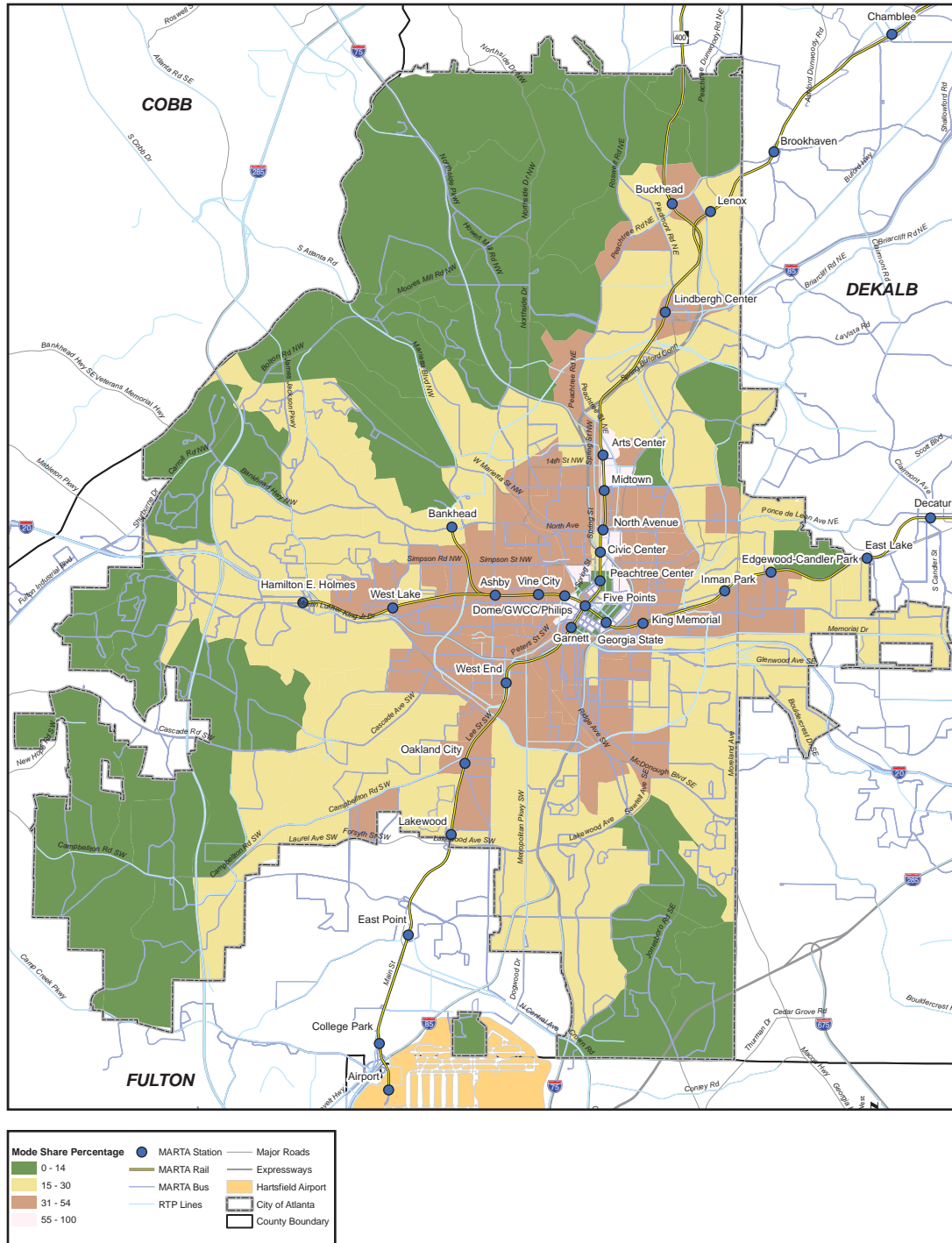


Figure 7: Home Based Work Trips (2030)



To help address such needs, MARTA has recently initiated a comprehensive system re-engineering and optimization study called MOVE (Making Operations Very Efficient). The 18-month study will assess current operations and recommend changes to improve overall customer experience. MOVE is focused first and foremost on customers and is designed to determine how MARTA can make the most of its existing resources to provide the best possible transportation service. It is a results driven, action-oriented program that will outline near-term improvements that can be implemented quickly. The improvements that come from this initiative should also serve to increase choice ridership to the system.

Future Transit Initiatives

In assessing the transit needs of the City, it is important to consider major transit projects planned that will impact the City and, therefore, address the need to provide better connectivity within the City. To help advance these initiatives, the Transit Planning Board (TPB) was established in 2006. The TPB is a joint venture between MARTA, the ARC and the Georgia Regional Transportation Authority (GRTA). It was established through joint resolution of the governing boards of the three agencies. The TPB was created as a result of the lack of a clear institutional and financing structure to expand transit in the Atlanta region. Its primary mission is the creation of a regional transit plan and subsequently a new regional source of funds to implement and operate the system.

The following is a summary of various major transit projects within the ARC Envision6 Regional Transportation Plan (RTP) that will serve to enhance mobility throughout the City of Atlanta:

- **The Multimodal Passenger Terminal** - Planned for implementation in 2012, the multimodal terminal is being planned to serve as a hub to facilitate access to intercity bus and rail travel as well as commuter bus and rail services planned in the greater Atlanta area. From a more local perspective, it will be critical for the City to facilitate local transit connections to increase accessibility to this facility. The facility is planned to be located near the Five Points MARTA station.
- **BeltLine** – The BeltLine is a planned 22-mile transit project to provide a loop around the inner core of the City. The first phase, the Northeast segment, is planned for completion in 2015 while the remainder of the project is planned for 2030. From a transit perspective, the project will enhance connectivity to many of the areas of the City projected for increase population density and transit mode share. A multi-use trail will follow the 22-mile transit loop, and 11 miles of additional trails will extend into surrounding neighborhoods to increase access to the BeltLine. The BeltLine will also improve the City's transportation infrastructure by connecting neighborhoods via sidewalks, streetscapes, and road/intersection improvements leading to a more cohesive urban street grid.
- **Peachtree Streetcar** – Planned for an opening year of 2020, the project is planned to extend along the Peachtree corridor from Buckhead to Downtown. A downtown loop that will provide circulation around Centennial Olympic Park, the Georgia World Congress Center, Philips Arena, the Georgia Aquarium and Auburn Avenue is also a recommendation of this project. Much like the BeltLine, the project would provide service to areas with the highest transit mode share and current and projected population and employment densities within the City.
- **I-20 East BRT** – While most of this project provides more benefits to neighboring DeKalb County, the project is planned to provide BRT along the I-20 East corridor from MARTA's Garnett Station

to Southwest DeKalb County. The purpose of the project is to relieve congestion that has risen sharply in the corridor as well as promote redevelopment opportunities. The first phase of the project, from Downtown to Candler Road is planned for 2020 while the remainder is planned for 2030.

- **I-75/I-575 Northwest Corridor Project** – Sponsored by GRTA, the project is a BRT project that would extend from MARTA's Art Center Station to Northern Cobb County along I-75 and I-575 corridors. The primary purpose of the project is to provide commuters along the congested I-75 corridor with a viable commuting alternative. The project is planned for 2020. It should be noted that the City has expressed concerns with the current proposed project corridor and has identified potential corridor options for connections via Marietta Boulevard.
- **I-20 West BRT** – The I-20 West BRT serves to connect the western portions of Fulton County to the H.E. Holmes MARTA station, the current terminus of MARTA's West Line. The project will essentially serve to increase access to an area with a large concentration of traditional transit riders as well as the Fulton Industrial employment area. Planned for 2020, it should be noted that funding shortfalls at GDOT threaten to delay if not eliminate the feasibility of the project.
- **Clifton Corridor** – Planned for 2030, the project is a planned premium service to connect Emory University to the Lindbergh MARTA station within the City. While most of the project is within DeKalb County, the project will increase access to a major employment center within the Atlanta region and, conversely, provides better access to the developing employment center at Lindbergh to residents of northwest DeKalb County.
- **The Buford Highway Arterial BRT** – The project is being planned to alleviate congestion along the I-85 corridor and promote redevelopment along Buford Highway, which is characterized by underutilized land uses and a high concentration of traditional transit riders, particularly minorities and low-income populations. Much like the Clifton Corridor, almost the entire project is within DeKalb and Gwinnett counties, but will serve to increase access to Lindbergh station and, therefore, the MARTA system as a whole which, in turn, provides increased transit access to the employment centers throughout the City.
- **The Memorial Drive Bus Rapid Transit BRT**- Planned for 2015, this project will extend the Memorial Drive bus rapid transit service between Avondale Mall and Stone Mountain Park by providing a direct link to the Garnett rail station in downtown Atlanta. This project is designed to provide a more competitive service to the automobile through the use of queue jumpers, signal preference, unique vehicles and improved shelters.
- **The Commuter Rail Service**- Scheduled to open in 2010, this commuter rail service will provide Atlanta's suburbs and other nearby cities with a direct and convenient transit options through its terminus at the Multimodal Passenger Terminal and nearby MARTA Five Points Station. The Atlanta/Griffin/Macon line has been identified as the state's highest priority for implementation of a network of commuter rail lines.

Public Input

Design workshops were conducted in locations throughout the study area to provide citizens an open forum to discuss their respective communities' transportation and general connectivity issues with transportation technicians. In these sessions, feedback was received from participants regarding existing transit services. A summary of the major highlights of the input received is as follows:

- **There is a need to coordinate bus connections to facilitate timed transfers.**
Citizens, particularly in Southwest Atlanta, conveyed that bus connections to heavy rail were very adequate, but often shorter distance trips required difficult transfers between two or more bus routes. The concern was that there was an excessive amount of waiting to transfer to the second bus. MARTA currently operates a bus network with greater than ten different headways throughout the system. Timed transfer connections depend on routes that operate on clock frequencies, typically 10, 15, 30 and 60 minute headways. Upon examination, bus routes often do not appear to have coordinated schedules, or headways that would facilitate timed transfers between routes at key locations.
- **There is a need to provide direct connections to key areas.**
The MARTA system is designed primarily for longer trips. Therefore, in most cases, the extensive bus network serves as a collection system for trips to be completed by rail. Routes typically are designed to connect with rail stations instead of traditional travel patterns within a community. More routes should be designed to follow travel corridors, especially within communities to provide better options for shorter length trips and direct connections to employment centers. This would include additional cross town or Small Bus service in key areas.
- **There is a need for better frequency of service.**
Better than fifty percent of transit service in Atlanta has a frequency of less than 30 minutes. Solutions include making more frequent service and trunk inter-timing in heavy, common corridors. An example of inter-timing would be Routes 23 and 110 in the Peachtree Corridor between Arts Center Station and Peachtree & Roswell Roads. Patrons currently can choose either route to complete trips in the portion of each route that is common to the other route. Schedules could be coordinated to provide an even spacing or frequency between routes, improving service in the corridor.
- **There is a need for better pedestrian access at most rail stations because of bus, park-n-ride or kiss-n-ride activities.**
To accommodate these activities, large parking areas and bus loops are often located in front of the rail station, creating a significant walking distance for pedestrians between the station and street network. In addition, generally there are limited pedestrian connections from stations to surrounding neighborhoods including a limited sidewalk network. H. E. Holmes Station is an example. This distance creates a separation between the station and neighboring community, requires additional walking and discouraging transit usage.
- **Bus service needs to be more reliable.**
Design workshop participants would like bus service to operate closer to the published schedule. Buses often operate later than scheduled. Running better schedules builds confidence with system riders. This issue is exacerbated on routes with less frequent service, due to fewer opportunities to catch other buses.

Overview of Transit Needs

Based on the trends, service characteristics and input provided by the public, the overall transit needs within the City of Atlanta can be summarized as follows:

- **Increased premium service** – Given the redevelopment activities projected within the City, the need for premium transit services such as bus rapid transit, light rail and/or streetcar would appear to be supported by the current and projected populations throughout the City. This particularly true for the Peachtree Street corridor, along which many of the areas currently have a mode share greater than 30 percent. Moreover, current and projected employment would suggest the need to explore commuter rail to Downtown, Midtown, and Buckhead areas of the City. The provision of premium commuter services also enhances the potential to increase choice ridership by providing a viable alternative to automobile travel to the City's employment centers.

In addition, better circulation is needed in the areas of the inner core of the City, which are also projected to experience increases in population density and transit mode share that would support premium transit services.

- Reduce and coordinate service headways – While the overall coverage throughout the City is fairly thorough, there are several areas that are projected for growth. Areas with high amounts of traditional transit markets, projected population increases and higher transit mode share include:
 - o The southeast Atlanta neighborhoods of Edgewood, Mechanicsville, Pittsburgh, and Adair Park.
 - o The west Atlanta neighborhoods of Vine City, Bankhead, Grove Park, Home Park, Center Hill, West End, Westview and English Avenue. .

Increased service to these areas is not only needed from a mobility perspective, but from an equity perspective as well.

As reflected in the public input received as part of this effort, another aspect of enhancing service is better coordination of system headways to facilitate decreased transfer dwell times and make the system more user-friendly. This is a major factor in attracting choice riders.

- Coordinate with regional and local activities - As noted herein, there are several existing and planned regional transit projects in and around the City that will impact the demand for MARTA services and traffic operations. As these projects are implemented, there will be a need to coordinate transit services. This is one of the roles of the newly established TPB. Coordination should also include private providers, such as Georgia Tech Trolley, Emory University, The Buc and Atlantic Station Shuttle.
- Investigate innovative funding strategies – As noted within, the trends of increasing population densities and elderly populations indicate a significant increase in the demand for all of MARTA's services – rail, bus, and paratransit. However, funding shortcomings in recent years have led to cut-

backs in service. Therefore, with no additional MARTA revenue sources in the foreseeable future, there is a clear need to investigate innovative strategies, such as Public Private Partnerships, parking tax and other user fees, to meet its future demand.

- Continue to promote transit oriented development – As the City is projected to increase in population density, the opportunity exists to promote TOD and maximize the existing transit infrastructure. This is particularly true for the areas surrounding the low performing MARTA stations.
- Minimize paratransit demand - MARTA's paratransit service has experienced challenges in recent years as the regions' elderly and disabled population has grown. This service represents the most expensive service that MARTA operates. Annual growth of this required program has averaged over twenty percent a year, placing stress on existing paratransit customers and fixed route services. sundry of incentives to ride traditional fixed-route service

Summary 3: GDOT Bridge Inventory

Bridge ID	Street Name	Feature Intersected	Sufficiency Rating
121-0008-0	WHITEHALL STREET	SOUTHERN RR (718069H)	76.81
121-0009-0	WHITEHALL STREET	M-9073 SPRING STREET	76.07
121-0016-0	FAIR DRIVE	SOUTH RIVER TRIB.	99.60
121-0018-0	FAIR DRIVE	SOUTH RIVER TRIB.	99.20
121-0023-0	EDGEWOOD AVE.	CS 3474 AIRLINE STREET	72.24
121-0024-0	EDGEWOOD AVE.	SOUTHERN RR (717931Y)	24.50
121-0322-0	COURTLAND STREET	M9003 DECATUR ST-CSX RR	48.01
121-0333-0	JONES AVE.	SOUTHERN RR (718036V)	66.94
121-0359-0	CEN OLYMPIC PARK DR.	M-9161 MITCHELL-SOU RR	59.92
121-0376-0	BROWNS MILL ROAD	SOUTH RIVER	66.19
121-0377-0	MACON DRIVE	SOUTH RIVER	80.53
121-0382-0	VIRGINIA AVE.	FLINT RIVER	94.18
121-0386-0	BEECHER STREET	UTOY CREEK	79.87
121-0387-0	LAWTON STREET	CSX RAILROAD (340346P)	74.93
121-0388-0	LAWTON STREET	M-9131 WHITE STREET	74.93
121-0391-0	MLK JR. DRIVE	SOU RR-CS 3435 MANG-UM	64.48
121-0410-0	DECATUR STREET	M-9180 BOULEVARD	89.33
121-0417-0	CENTRAL AVE.	GA RR- CSX RR- MARTA	49.84
121-0421-0	MCDANIEL STREET	SOUTHERN RR (718067U)	76.24
121-0428-0	HIGHLAND AVE.	SOUTHERN RR (717933M)	94.88
121-0433-0	MONTGOMERY FERRY D	CLEAR CREEK	89.07
121-0473-0	SERVICE RD TO OMNI	M-9315 INTERNATIONAL BLD	86.08
121-0474-0	DRIVE ACCESS OMNI	M-9315 INT.BLVD & RR	81.82
121-0491-0	SOUTHERN RAIL-ROAD	SR 8 PONCE DE LEON	0.00
121-0521-0	PED. OVERPASS	M-9134 M.L.K. JR DRIVE	0.00
121-0529-0	SOU RR (718035N)	M-9189 NORTH AVE.	0.00

121-0530-0	SOUTHERN RR SPUR	M-9189 NORTH AVE.	0.00
121-0566-0	WILLIAMS STREET	M-9073 TECHWOOD-SPRG C	94.77
121-0575-0	STONE HOGAN CONN	NORTH FORK CAMP CREEK	90.92
121-0580-0	MITCHELL STREET	ABANDONED RAILROAD	43.75
121-5087-0	BROOKRIDGE DRIVE	CLEAR CREEK	63.73
121-5163-0	WALL STREET	LOWER WALL ST PARKING LO	58.23
121-5164-0	CSX RAILROAD	CS 2051 JESSE HILL JR DR	0.00
121-5167-0	SOUTHERN RAIL- ROAD	CS 2063 GRANT & HILL- IARD	0.00
121-5172-0	RICHARD RUSSELL	PARKING LOT- SOU. RR.	94.57
121-5175-0	PRYOR STREET	CSX RR (340311N)	35.00
121-5180-0	BAKER ROAD	PROCTOR CREEK TRIB.	92.27
121-5218-0	BREWER BLVD.	SOUTH RIVER TRIB.	92.17
121-5229-0	AUTHER LANGFORD RD	SOUTH RIVER TRIB.	92.46
121-5230-0	THORNTON STREET	SOUTH RIVER TRIB.	92.46
121-5236-0	PEYTON ROAD	NORTH UTOY CREEK	81.53
121-5270-0	FORSYTH STREET	CSX RR & PARKING LOT	73.71
121-5294-0	HOLLYWOOD ROAD	PROCTOR CREEK	91.25
121-0446-0	LENOX ROAD	SOUTHERN RR- MARTA	80.14
121-0672-0	PED. BRIDGE	M-9013 E PACES FERRY RD.	0.00
121-5121-0	BANKHEAD AVE.	SOU RAILROAD- CSX RR.	15.44
121-5320-0	PEACHTREE STREET	CSX RAILROAD	75.70
121-0427-0	BERNE STREET	CSX RAILROAD (50307X)	96.91
121-0004-0	MARIETTA STREET	CSX RAILROAD- SOU. RR.	72.30
121-0005-0	MARIETTA BLVD.	CSX RAILROAD- SOU. RR.	82.86
121-0006-0	MARIETTA BLVD.	SPUR RAILROAD TRACK	82.70
121-0036-0	PIEDMONT AVE.	SOUTHERN RR (717913B)	55.39
121-0037-0	PIEDMONT AVE.	CLEAR CREEK	74.66
121-0038-0	CHESTER BRIDGE RD.	CSX RAILROAD (639814N)	67.06
121-0039-0	CHESTER BRIDGE RD.	SOUTH FORK P'TREE CREEK	55.07
121-0324-0	MOORES MILL ROAD	CSX RAILROAD (639133L)	53.46

121-0325-0	MOORES MILL ROAD	PEACHTREE CREEK	63.92
121-0328-0	PACES FERRY ROAD	CHATTAHOOCHEE RIVER	63.04
121-0329-0	PACES FERRY ROAD	NANCY CREEK	85.34
121-0396-0	CHATTAHOOCHEE AVE.	SOUTHERN RR YARD	70.92
121-0398-0	BOHLER ROAD	PEACHTREE CREEK	66.76
121-0399-0	WEST WESLEY ROAD	NANCY CREEK	75.35
121-0400-0	HOWELL MILL ROAD	SOUTHERN RR (717955M)	76.47
121-0403-0	HOWELL MILL ROAD	PEACHTREE CREEK	66.27
121-0430-0	LENOX ROAD	S. FORK PEACHTREE CRK	77.19
121-0435-0	COLLIER ROAD	PEACHTREE CREEK TRIB.	63.43
121-0436-0	COLLIER ROAD	TANYARD CREEK	77.87
121-0437-0	COLLIER ROAD	CSX RAILROAD (639818R)	72.58
121-0438-0	DE FOORS FERRY RD.	PEACHTREE CREEK TRIB.	98.15
121-0439-0	RIDGEWOOD ROAD	PEACHTREE CREEK	75.57
121-0440-0	W PACES FERRY RD	NANCY CREEK	87.74
121-0442-0	NORTHSIDE DRIVE	NANCY CREEK	94.35
121-0448-0	POWERS FERRY RD	NANCY CREEK	15.90
121-0449-0	WIEUCA ROAD	NANCY CREEK TRIB.	82.51
121-0450-0	WIEUCA ROAD	NANCY CREEK	91.68
121-0681-0	MARIETTA BLVD.	SEWAGE CHNL & SERVICE RD	85.42
121-0683-0	BOLTON ROAD	WHETSTONE CREEK	87.32
121-5037-0	LAKE FOREST DRIVE	NANCY CREEK	73.06
121-5126-0	RICKENBACKER DR	NANCY CREEK	76.36
121-5178-0	RANDALL MILL ROAD	NANCY CREEK	84.16
121-5225-0	SEABOARD IND BLVD	PEACHTREE CREEK TRIB.	88.88
121-5226-0	LOGAN CIR. (NORTH)	PEACHTREE CREEK TRIB.	99.85
121-5227-0	LOGAN CIR. (SOUTH)	PEACHTREE CREEK TRIB.	99.85
121-5235-0	MOUNTAIN WAY RD	NANCY CREEK TRIB.	60.34
121-0040-0	LENOX ROAD	NORTH FORK P'TREE CREEK	85.10
121-0068-0	BOLTON ROAD	SOUTHERN RR (718026P)	92.14
121-0331-0	HOLLYWOOD ROAD	SOUTHERN RR (718028D)	49.61

121-0335-0	NORTHWEST ROAD	PROCTOR CREEK	86.50
121-0397-0	CHATTAHOOCHEE AVE.	PEACHTREE CREEK TRIB.	72.17
121-0574-0	HOLLYWOOD ROAD	PROCTOR CREEK TRIB.	91.75
121-5149-0	MARIETTA ROAD	CSX RR YARD (TILFORD)	48.76
121-5150-0	MARIETTA ROAD	SOU RR YARD (INMAN)	96.69
121-5154-0	LOTUS AVE.	PROCTOR CREEK TRIB.	60.19
121-5155-0	SPRING STREET	PROCTOR CREEK TRIB.	92.17
121-5179-0	KERRY CIRCLE	PROCTOR CREEK	92.34
121-0563-0	ALEXANDER STREET	M-9073 TECHWOOD-SPRG C	93.00
121-5125-0	LAKEMOORE DRIVE	NANCY CREEK TRIB.	74.33
121-5192-0	NORTH IVY ROAD	NANCY CREEK TRIB.	92.34
121-5193-0	NORTH IVY ROAD	NANCY CREEK TRIB.	83.82
121-5234-0	N. STRATFORD ROAD	NANCY CREEK TRIB.	88.51
121-0319-0	DODSON DRIVE	SOUTH UTOY CREEK	65.75
121-0379-0	FORREST PARK RD	SOUTH RIVER	91.72
121-0577-0	CONSTITUTION ROAD	SOUTH RIVER TRIB.	91.62
121-0578-0	FORREST PARK RD	FEDERAL PRISON CREEK	93.77
121-0686-0	RIVER IND. BVLD.	FEDERAL PRISON BRANCH	91.19
121-5231-0	FORREST PARK RD	SOU RAILROAD (718380W)	79.88
121-0362-0	WELCOME ALL RD	CAMP CREEK	83.94
121-5279-0	TELL ROAD	CAMP CREEK TRIB	86.82
121-0576-0	BROWNS MILL ROAD	SOUTH RIVER TRIB.	85.90
121-5156-0	ALISON STREET	SOUTH UTOY CREEK TRIB.	92.00
121-5169-0	ADAMS DRIVE	SOUTH UTOY CREEK	40.07
121-5170-0	OAK DRIVE	SOUTH RIVER TRIB.	92.33
121-5277-0	STONE ROAD	NORTH FORK CAMP CREEK	88.29
121-0415-0	MITCHELL STREET	SOUTHERN RAILROAD	2.00
121-0356-0	JOHNSON ROAD	PROCTOR CREEK	70.17
121-5094-0	FRANCIS PLACE	PROCTOR CREEK	75.91
121-5128-0	HARBIN ROAD	SOUTH UTOY CREEK	80.19
121-0332-0	SIMPSON STREET	PROCTOR CREEK	77.29
121-0338-0	BEN. E. MAYS ROAD	NORTH UTOY CREEK	78.93
121-0347-0	FAIRBURN ROAD	SANDY CREEK	77.43
121-0350-0	CHILDRESS DRIVE	SOUTH UTOY CREEK	64.87

121-0351-0	LYNHURST DRIVE	NORTH UTOY CREEK	76.29
121-0390-0	WESTVIEW DRIVE	M-9131- WHITE STREET	92.41
121-0393-0	ANDERSON AVE.	CSX RR (638640R)- MARTA	49.54
121-0394-0	WEST LAKE AVE.	CSX RR (638641X)- MARTA	64.19
121-0395-0	CHAPPELL ROAD	MARTA	93.06
121-5095-0	HORTENSE WAY	PROCTOR CREEK	89.33
121-5228-0	MARIETTA BLVD. NW	CSX RAILROAD SPUR	75.60
121-5287-0	BROWNLEE ROAD	UTOY CREEK	86.82
121-5240-0	PED. WALKWAY	M-9007 CAPITOL AVE.	0.00
121-5244-0	PED. WALKWAY	M-9134 M.L.K. JR DRIVE	0.00
121-0542-0	MARTA BRIDGE	I-20	0.00
121-0594-0	MARTA	M-9124 WHITEHALL-FOR-SYTH	0.00
121-0595-0	MARTA	M-9124-WHITEHALL-FUL-TON	0.00
121-0685-0	PED. BRIDGE	M-9073 SPRING STREET	0.00
121-0694-0	PED. BRIDGE	M-9200 WILLIAMS STREET	0.00
121-0695-0	PED. BRIDGE	M-9200 WILLIAMS STREET	0.00
121-0726-0	PED OVERPASS	SR 8 NORTH AVENUE	0.00
121-0766-0	PED OVERPASS	SR 8 NORTH AVENUE	0.00
121-5165-0	MARTA	CS 2051 JESSE HILL JR DR	0.00
121-5186-0	PED OVERPASS	CS 1790 DEKALB AVE.	0.00
121-5194-0	MARTA	CS 2798 WESTLAND BLVD.	0.00
121-5207-0	MARTA	CS 2353 SYLVAN ROAD	0.00
121-5211-0	MARTA	CR 519 ARMOUR DRIVE	0.00
121-5221-0	MARTA	CS 2046 BROTHERTON ST.	0.00
121-5232-0	CONVYER BELT	CR 2080 KROG STREET	0.00
121-5245-0	MARTA	CS 813 NORTH AVE.	0.00
121-5250-0	PED. WALKWAY	Jessie Hill Jr. Drive	0.00
121-0606-0	LINDBERGH ROAD	MARTA	93.19
121-5203-0	GARSON DRIVE	MARTA TRACKS	74.00
121-0512-0	MARTA	M-9007 PIEDMONT AVE.	0.00
121-0570-0	PED. OVERPASS	M-9003 DECATUR STREET	0.00
121-0571-0	PED. OVERPASS	M-9003 DECATUR STREET	0.00
121-0572-0	PED. OVERPASS	M-9003 DECATUR STREET	0.00
121-0584-0	PED OVERPASS	M9315 INTERNATIONAL BLVD	0.00
121-0622-0	MARTA	M-9080 WILLINGHAM DRIVE	0.00
121-0627-0	PED. OVERPASS	M-9007 JUNIPER STREET	0.00

121-0628-0	PED. OVERPASS	M-9180 BOULEVARD	0.00
121-0682-0	PED. BRIDGE	M-9007 JUNIPER STREET	0.00
121-0684-0	PED. BRIDGE	M-9073 SPRING STREET	0.00
121-0688-0	PED. BRIDGE	M-9154 HARRIS & SPRING	0.00
121-0689-0	PED. BRIDGE	M-9154 HARRIS STREET	0.00
121-0690-0	PED. BRIDGE	M-9154 HARRIS/P'TREE CNT	0.00
121-0691-0	PED. BRIDGE	M-9155 INTERNATIONAL BLVD.	0.00
121-0692-0	PED. BRIDGE	M-9164 P'TREE CENTER	0.00
121-0693-0	PED. BRIDGE	M-9164 P'TREE CENTER	0.00
121-5189-0	MARTA	CS 1923 SUNSET AVE.	0.00
121-5208-0	MARTA	CS 2018 CROSSOVER	0.00
121-5212-0	MARTA	CS 1170 DILL AVE.	0.00
121-5213-0	MARTA	CS 1170 DILL AVE.	0.00
121-5214-0	MARTA	CS 1191 ASTOR AVE.	0.00
121-5215-0	MARTA	CS 1191 ASTOR AVE.	0.00
121-5219-0	PED. OVERPASS	CS 1853 LINDEN STREET	0.00
121-5233-0	PED. OVERPASS	CS 2059 EQUITABLE PLACE	0.00
121-5237-0	PRIVATE CONVEYOR	CS 1814 N. ANGIER AVE.	0.00
121-5241-0	SIMPSON STREET	MARTA	76.59
121-5246-0	MOBILE STREET	MARTA	90.08
121-5248-0	PED. WALKWAY	M-9166 PRYOR STREET	0.00
121-5280-0	PEDESRIAN TO DOME	M-9315 INTERNAT	0.00
121-0583-0	MARTA BRIDGE	M-9219 ROXBORO ROAD	0.00
121-0609-0	MARTA	I-85	0.00
121-0568-0	MARTA	SR 237 PIEDMONT ROAD	0.00
121-5262-0	MARTA	M-9245 OLD IVY ROAD	0.00
121-0569-0	MARTA	SR 280 HIGHTOWER ROAD	0.00
121-0725-0	MARTA	DONALD LEE HOLLAWELL PKW	0.00
121-5182-0	MARTA	CS 961 FAIRFIELD PLACE	0.00
121-0567-0	MARTA BRIDGE	SR 14 LEE STREET	0.00
121-0738-0	MARTA	SR 400 (SBL)	0.00
121-0408-0	VIRGINIA AVE.	SOUTHERN RR (717939D)	76.89
121-0507-0	SOU RR (717914H)	M-9215 LINDBERGH DRIVE	0.00
121-0517-0	SOU RR (718054T)	M-9053RALPH DAVID BLVD	0.00
121-0520-0	CSX RAILROAD	M-9134 M.L.K. JR DRIVE	0.00

121-0523-0	CSX RR (279969K)	M-9165 HILL STREET	0.00
121-0524-0	SOU RR (718059)	M-9086 PRYOR STREET	0.00
121-0525-0	CSX RR (50314H)	M-9086 PRYOR ROAD	0.00
121-0535-0	SOUTHERN RAIL-ROAD	M9315 INTERNATIONAL BLVD	0.00
121-0536-0	SOUTHERN RAIL-ROAD	M9315 INTERNATIONAL BLVD	0.00
121-5135-0	SOUTHERN RAIL-ROAD	CR 519 ARMOUR DRIVE	0.00
121-5190-0	CSX RAILROAD	CS2103 FULTON TERRACE ST	0.00
121-5278-0	MONTGOMERY FERRY DRIVE	SOUTHERN RAILROAD	75.16
121-5314-0	SOUTHERN RAIL-ROAD	M9219 ROXBORO R	0.00
121-5177-0	CSX RAILROAD	CS 13 CORONET WAY	0.00
121-0055-0	MCDONOUGH BLVD.	CSX RAILROAD	68.43
121-0501-0	CSX RAILROAD	M-9013 BOLTON ROAD	0.00
121-0513-0	CSX RAILROAD	M-9007 PIEDMONT AVE.	0.00
121-0514-0	CSX RR (638658B)	M-9045 SIMPSON STREET	0.00
121-0519-0	CSX RR (50347V)	M-9080 WILLINGHAM DRIVE	0.00
121-0522-0	CSX RR (50311M)	M-9165 HILL STREET	0.00
121-0526-0	CSX RR (50309L)	M-9175 CONFEDERATE AVE.	0.00
121-0527-0	CSX RR- PRIVATE DR	M-9180 BOULEVARD	0.00
121-0528-0	CSX RR (50308E)	M-9182 ORMEWOOD AVE.	0.00
121-0531-0	CSX RR (639131X)	M-9205 COLLIER ROAD	0.00
121-5136-0	CSX RR (638657U)	CR 1903 JONES AVE.	0.00
121-5139-0	CSX RAILROAD	CR 1916 JETT STREET	0.00
121-5168-0	SOU RR (718052E)	CS 2429 GLENN STREET	0.00
121-5181-0	CSX RR (340324P)	CS 813 NORTH AVE.	0.00
121-5204-0	CSX RAILROAD	CS 1170 DILL AVE.	0.00
121-5205-0	CSX RAILROAD	CS 1191 ASTOR AVE.	0.00
121-0532-0	CSX RR (639132E)	M-9206 DE FOORS FERRY RD	0.00
121-0515-0	SOU RR (717935B)	M-9045 RALPH McGill BLVD	0.00
121-5148-0	CSX RR (279968D)	CR 2080 ESTORIA STREET	0.00

121-0401-0	HOWELL MILL ROAD	CSX RAILROAD	78.03
121-0404-0	HUFF ROAD	CSX RAILROAD (638487C)	58.21
121-0487-0	SOU RAILROAD	SR 13	0.00
121-0488-0	SOU RAILROAD	SR 13	0.00
121-0508-0	SOU RAILROAD	SR 237 PIEDMONT ROAD	0.00
121-0614-0	SOU RR SPAN 4	I-85 RMP SB TO I-75 NB	0.00
121-0615-0	SOUTHERN RAIL- ROAD	I-85 RMP SB TO I-75 NB	0.00
121-0714-0	GEORGIA RAILROAD	I-75	0.00
121-0341-0	FAIRBURN ROAD	CSX RAILROAD	24.93
121-5123-0	NELSON STREET	SOUTHERN RAILROAD	31.29
121-0021-0	BANKHEAD AVENUE	CSX RAILROAD (ABAN- DONED)	36.75
121-0509-0	CSX RAILROAD	SR 280 HIGHTOWER ROAD	0.00
121-0047-0	US 29-CSX RR- M9124	ABANDONED RAILROAD	55.89
121-0739-0	SOUTHERN RAIL- ROAD	SR 400	0.00